

effort to bring a hyper-partisan, job-destroying transportation bill to the floor. The Republican transportation bill, H.R. 7, would cut funding for 45 states, including over \$313 million in cuts to Minnesota, and eliminate over 500,000 jobs nationwide. U.S. Secretary of Transportation Ray LaHood, a former Republican Congressman from Illinois, told Politico that H.R. 7 "is the most partisan transportation bill that I have ever seen." He added, "It's the worst transportation bill I've ever seen during 35 years of public service."

I agree with Secretary LaHood. Minnesota's economy and workers would be significantly harmed by H.R. 7. The construction industry in my state suffered the most significant job losses of any sector during the recent recession. Construction jobs are again being added in Minnesota but, as of March, only one quarter of the 46,000 construction jobs lost in the recession have been recovered. This Republican transportation bill would reverse the positive momentum for Minnesota's economy and throw thousands of workers back on the bench.

These devastating economic consequences are unacceptable and completely avoidable. I urge my colleagues to reject H.R. 7 and this short-term extension so the House can instead vote on the bipartisan Senate reauthorization to put Americans to work rebuilding our nation's infrastructure.

CONCURRENT RESOLUTION ON THE BUDGET FOR FISCAL YEAR 2013

SPEECH OF

HON. ELIJAH E. CUMMINGS

OF MARYLAND

IN THE HOUSE OF REPRESENTATIVES

Wednesday, March 28, 2012

The House in Committee of the Whole House on the state of the Union had under consideration the bill (H. Con. Res. 112) establishing the budget for the United States Government for fiscal year 2013 and setting forth appropriate budgetary levels for fiscal years 2014 through 2022:

Mr. CUMMINGS. Mr. Chair, I rise in strong opposition to the Republican Budget proposal.

More tax breaks for the wealthy and ending the Medicare guarantee for our nation's seniors are the wrong policies for America, particularly as millions are still suffering the effects of our worst financial crisis since the Great Depression and as we are struggling to restore economic growth.

As Ranking Member of the Committee on Oversight and Government Reform, I also want to highlight the effect this budget would have on our Federal workers—the backbone of our government.

They support our troops in the battlefield and provide care to our veterans. They protect our borders, safeguard our food supply, and ensure that our seniors get their Social Security checks.

In return, the majority has rewarded these middle-class Americans with an unprecedented assault on their compensation and benefits, including proposals to extend their current two-year pay freeze, to arbitrarily eliminate positions, and to slash their retirement benefits.

Federal workers have already done more than their share to help address our nation's fiscal woes.

They have contributed \$60 billion to deficit reduction as a result of the existing two-year pay freeze, and they are contributing an additional \$15 billion in higher pension contributions to help fund the unemployment insurance extension.

But House Republicans aren't finished.

The Republican budget directs the Oversight Committee to take an additional \$80 billion out of the pockets of these middle-class workers in the form of additional cuts to their pay and pensions.

That would more than double what they have already given to date.

These continued efforts to end Medicare, to cut our social safety net, and to slash the pay and benefits of middle-class federal workers are simply shameful, especially when this budget would use these savings to give unprecedented tax breaks to the millionaires and billionaires.

I oppose the Ryan budget and will oppose all bills that would take money out of the pockets of middle-class Americans before asking the wealthiest among us to contribute their fair share.

TRANSPORTATION ORIENTED JOBS INITIATIVE

HON. THOMAS E. PETRI

OF WISCONSIN

IN THE HOUSE OF REPRESENTATIVES

Friday, March 30, 2012

Mr. PETRI. Mr. Speaker, today, along with Representative LIPINSKI, I am introducing legislation to stimulate the financing of passenger rail development from revenues generated from transportation oriented development.

The National High Performance Passenger Rail Transportation Oriented Development Act aims to capture some of the increasing value of commercial development around station areas, which in turn would help finance rail corridor infrastructure and operational expenses. Besides providing a funding stream for intercity and passenger operations, the initiative places emphasis on intermodal connectors to create vibrant communities along the corridor. The legislation aims to begin a major public private partnership initiative that will revitalize America's rail infrastructure to create a true third passenger transportation option to highways and aviation while at the same time creating intermodal access communities.

Under the proposal, the U.S. Department of Transportation will retain a Planning Developer who will establish guidelines for transportation oriented development programs, including special assessment districts or similar mechanisms to capture revenues from increasing commercial value. Rail corridor development funds will be established at the regional level to capture increasing real estate values. A stream of those revenues will be directed to support rail passenger operations.

The proposal permits qualified projects to apply for federal incentives to finance construction and produce jobs. These incentives will include direct access to existing Federal Railroad Administration and Federal Transit Administration programs, including a high priority for federal transportation grant applications. The initiative will be staffed by existing employees and remain revenue neutral in that all program activities, including the work of the

Planning Developer, will be repaid once the high performance rail service and commercial development is implemented and generating revenues.

I hope that this bill will open a discussion on the possibilities and potential promise of passenger rail development in the U.S.

MR. ROBERT DILLMAN, PRESIDENT EAST STROUDSBURG UNIVERSITY

HON. LOU BARLETTA

OF PENNSYLVANIA

IN THE HOUSE OF REPRESENTATIVES

Friday, March 30, 2012

Mr. BARLETTA. Mr. Speaker, I rise today to honor Robert Dillman, who will be retiring as President of East Stroudsburg University on June 30, 2012, after sixteen years of serving the university and our region. East Stroudsburg University is one of the fourteen state universities that compose the Pennsylvania State System of Higher Education. It offers 7,387 students a world class education. President Dillman came to East Stroudsburg University after several years of experience in higher education and undoubtedly left his mark. President Dillman, a native of Brooklyn, NY, demonstrated extraordinary leadership at East Stroudsburg University. By recognizing the importance of science and technology, he positioned the university as a key economic development force in Northeastern Pennsylvania. During his tenure, East Stroudsburg University became the first university in the United States to offer an undergraduate degree in computer security. The university also established its award-winning Business Accelerator Program, which joined the Ben Franklin Business Incubator Network and the University City Science Center's Port of Technology. In addition, President Dillman led the expansion of the Division of Research and Economic Development, which serves as a vital educational resource for technology-based entrepreneurs. Furthermore, he spearheaded the establishment of the university's world-class Science and Technology Center, which houses the departments of computer security and biotechnology, accommodates other sciences with classrooms, equipment, and labs, and is home to a state-of-the-art planetarium and a soon-to-come natural sciences museum.

President Dillman made substantive changes to the campus environment at East Stroudsburg by giving numerous faculty, staff, students, and community members the opportunity to take the world-renowned professional development workshop titled Seven Habits for Highly Effective People, which he brought to the university. As a result, university administrators are better equipped to effectively reach out to students, while the students themselves are more prepared to enter the professional world upon graduation.

Mr. Speaker, today, President Robert Dillman stands as important bearer of change to Northeastern Pennsylvania and the nation. I commend him for his years of committed service to East Stroudsburg University, his state, and country.